



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

Diane M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2208433

Applicant Name: Schact/Aslani Architects for Seattle Public Library

Address of Proposal: 2302 E. Yesler Way

SUMMARY OF PROPOSED ACTION

Master Use Permit for interior alterations and 7,790 square foot expansion to an existing public library (Douglass-Truth) with surface parking to be provided for 3 vehicles. Project includes 3900 cubic yards of grading. Determination of Non-Significance was prepared by Seattle Public Library.

The following approvals are required:

Administrative Conditional Use Permit- to allow an institution which does not meet the development standards for Institutions in a multi-family zone (Seattle Municipal Code 23.45.122).

Special Exception - Chapter 23.54.020, Seattle Municipal Code-to allow less than the required parking in a landmark structure in a residential zone.

SEPA – for conditioning only
(Chapter 25.05, Seattle Municipal Code (SMC))

SEPA DETERMINATION [] Exempt [X] DNS* [] MDNS [] EIS

[] DNS with conditions

[] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

*SEPA Determination of Nonsignificance was issued by Seattle Public Library on July 30, 2003.

BACKGROUND DATA

Property & Area Characteristics

The Douglass Truth Library is located in the Central District on the corner of 23rd Avenue and E. Yesler Way at 2300 E. Yesler Way. The site is bounded by 23rd Avenue on the west, E. Yesler Way on the south, 24th Avenue on the east, and residential uses on the north. The site has an area of 29,789 square feet and is zoned Lowrise 3 and Single Family 5000. The Single Family 5000 portion of the site consists of a 5 to 9 foot wide by 120 foot wedge of property located in the northeast portion of the site (see map). This Single Family zoned portion is developed with vehicular access and will not change with this project.



Surrounding property to the west across 23rd Avenue is zoned Lowrise 3 and developed with multi-family residential uses. Property diagonally to the southwest across 23rd Avenue is zoned Lowrise 4 and developed with a Seattle Fire Department station. Property to the north abutting the west half is zoned Lowrise 3 and developed with an apartment. Property to the north abutting the east half is zoned Single Family 5000 and developed with a single family home. Property to the south across Yesler Way is zoned Neighborhood Commercial 2 with a 40 foot height limit and developed with an institutional use (Catholic Community Services). Property to the east is zoned Lowrise 2 and developed with a single family home.

Both 23rd Avenue and East Yesler Way are designated as arterial streets and are improved with roadway, curb, gutter and sidewalk. 24th Avenue is designated as a residential street and is improved with roadway, curb, gutter and sidewalk.

The library is listed on the National Trust Register of Historic Buildings and is designated a Landmark Structure by the City of Seattle Landmarks Preservation Board. The library opened in 1914 as the Yesler Library, it is known as a Carnegie-era library, having been constructed at the same time as many of the libraries built by the philanthropist Andrew Carnegie. It resembles other Seattle libraries of that era, with its distinctive yellow brick, strong simple ornamentation, and red tile roof. This is a style that is known as “Mission Revival” or “Prairie-style mission” due to the strong horizontal lines of the building. The 8,655-square foot building is in good condition and has not been fundamentally altered, which has allowed it to maintain its design integrity over the years.

Proposal

The proposed project consists of the expansion and renovation of the existing branch library. The proposed project would nearly double the size of the existing library by adding a 7,790-square foot wing addition to the east side of the existing library. The expansion would provide more space and

better storage for the African-American Collection, a new children's area, more library seating and increase the meeting room size from the 50-person meeting room to about a 90-person meeting room. The size of the existing building and addition will total approximately 16,445 square feet when the project is complete.

The library currently has 4 parking spaces on the site; 2 spaces are designated for staff and 2 spaces are designated as barrier free spaces. The proposed project would provide parking for 3 vehicles of which 2 spaces would be designated as barrier free parking spaces. The project requires 22 parking spaces per code, so they are seeking a waiver of 19 parking spaces.

Public facilities that are similar to uses permitted outright in the zone or permitted by Administrative Conditional Use are likewise allowed under the same process (SMC 23.45.106). In this case, libraries are defined as institutions and are allowed outright if they meet the development standards of Code sections 23.45.092 through 23.45.102 (SMC 23.45.090). Since the project does not comply with all the development standards for institutions in multifamily zones, the proposed library is not allowed outright. The project is required to obtain an Administrative Conditional Use (ACU) permit to modify development standards. Parking quantity may be decreased through the ACU review; however, in this case the application includes a special exception to allow less than the required parking in a landmark structure which is a more appropriate analysis in this instance.

The development standards that are not met are as follows:

Table A:

Development Standard	Required	Provided	Modification	Existing
Parking quantity (SMC 23.45.098A)	22 spaces	3 spaces	19 spaces	4 spaces (2 employee spaces)
Side setback (SMC 23.45.096C)	16 ft.	5 ft. to wall 0 ft. to access ramp structure*	11 ft.	60+ ft.
Structure width (SMC 23.45.094A)	150 ft.	176 ft.	26 ft.	116 ft.
Structure depth (SMC 23.45.094B)	78 ft.	91 ft.	13 ft.	73 ft.

*barrier free access ramps are allowed in required setback (SMC 23.45.014G)

Public Comment

Six comment letters were received during the public comment period which ended on September 24, 2002. The letters expressed concerns about lack of available street parking in the neighborhood.

ANALYSIS - ADMINISTRATIVE CONDITIONAL USE

Section 23.45.122 of the Seattle Municipal Code provides that institutions which do not meet the development standards established in SMC 23.45.090 and outlined above may be permitted as an administrative conditional use subject to the requirements and conditioning considerations of the Section. The applicable criteria will be discussed below.

A. Bulk and Siting. In order to accommodate the special needs of the proposed institution, and to better site the facility with respect to its surroundings, the Director may modify the applicable development standards for modulation, landscaping, provision of open space, and structure width, depth and setbacks. In determining whether to allow such modifications, the Director shall balance the needs of the institution against the compatibility of the proposed institution with the residential scale and character of the surrounding area.

Remodeling and expanding existing libraries are often preferred versus purchasing new property and constructing a new facility since SPL already owns the site and patrons are accustomed to the location. However, current sites often cannot easily accommodate the additional building program because of their lot size, siting of the existing building or historical stature of the existing buildings. This site was particularly challenging in that the existing library building is a landmark structure and requires that alterations be reviewed and approved by the Landmark Preservation Board (LPB). On May 19, 2004, the Landmarks Preservation Board voted to grant a Certificate of Approval for Final Design for the proposed renovation and addition. SPL worked with the LPB in examining different alternatives for the project before deciding on the current design. They went before the Board and its Architectural Committee 11 times before receiving approval for the proposed design.

As described in Table A, the proposed library would encroach into the side setback along 24th Avenue with a barrier free entry ramp structure and stair at the property line. The building façade would be setback about 5 feet from the 24th Avenue property line. The entry ramp provides ADA access into the library and meeting room. The setback required by code is 16 feet in this case which is a function of the height and length of façade. The intent of this provision is to provide an increasing larger setback from abutting properties commensurate with increased height and depth. In this case, the setback abuts a street right of way (24th Avenue) which has a large planting strip so that the perceived setback from the curb is about 33 feet. The remainder of the block to the north is zoned Single Family 5000 and the structure setbacks vary from about 15 to 25 feet from the property line (based on GIS); there are only 3 properties on this block front. The design provides some transition from the proposed project to the abutting single family home in that a rear setback of 19 feet is provided. Additionally, there are no windows proposed for most of the north façade which should alleviate the loss of privacy for the single family residents to the north. The front, rear and street side setback along 23rd Avenue would be met for this project.

The proposed structure would have a greater width and depth than what is allowed for in the Code as described in Table A. This is alleviated to some extent in that the site is bordered by streets on three sides. The 24th Avenue street right of way is wide as compared to the roadway in that the planting strip and sidewalk comprise 33 feet of the right of way. Additionally, the total height of the building is about 27 feet at its highest point on the north elevation which is lower than the existing structure and lower than what is allowed for in the zone.

The design exceeds the width standard by 26 feet of which 16 feet (as measured on the north elevation) is devoted to a 16 foot high portion of the building which connects the existing library to the proposed addition. The design intent is to create a gasket between the old and the new to create the perception that there are two buildings instead of one. The width and depth standards are meant to alleviate impacts from long monotonous facades. In this case, the project design does alleviate this aesthetic concern of a monotonous facade by providing varying heights, and materials and a distinct change in architectural style.

A reduction in width and depth that met Code would likely result in a smaller building that did not meet the programmatic needs or meet patrons' expectations for the library. The new building's mass is already reduced by approximately 1200 square feet of space in that the book stacks are fully underground. This will alleviate some impact on the landmark structure, but also reduces the perceived impacts from increased width and depth.

B. Dispersion Criterion

The site presently contains a library use. The boundaries of the site are not expanding; therefore, this does not apply.

C. Noise.

The Director may condition the permit in order to mitigate potential noise problems. Measures to be used by the Director for this purpose include, but are not limited to the following: landscaping, sound barriers or fences, mounding or berming, adjustments to yards or the location of refuse storage areas, or parking development standards, design modification and fixing of hours for use of areas.

Project drawings indicate that mechanical equipment, such as HVAC will be located in a pit below grade about 33 feet away from the north property line. Because of the library's location in a residential zone, the City's Noise Code sets lower decibel thresholds in comparison to commercial zones; therefore the Noise Code requires mechanical equipment to be buffered. The below grade chiller pit will satisfy this more stringent noise requirement and no further conditioning is necessary.

D. Transportation Plan.

1. *A transportation plan shall be required for proposed new institutions and for those institutions proposing expansions which are larger than four thousand (4,000) square feet of structure are and/or required to provide twenty (20) or more parking spaces.*
3. *The Director may condition a permit to mitigate potential traffic and parking problems. Measures which may be used by the Director for this purpose include, but are not limited to, the following:*
 - d. *Decreasing on-site parking or loading space requirements, if the applicant can demonstrate that less than the required amount of parking is necessary due to the specific features of the institution or the activities and programs it offers. In such cases, the applicant shall enter into an agreement with the Director, specifying the amount of parking required and linking the parking reduction to the features of the institution which justify the reduction. Such parking reductions shall be valid only under the conditions specified, and if those conditions change, the standard requirement shall be satisfied.*

The Seattle Public Library (SPL) is seeking to reduce the off-street parking quantity by 19 spaces. The Code required amount of off-street parking is 22 spaces, and the project will provide 3 spaces. The parking and traffic issues are discussed under the Special Exception section in this document.

Public Welfare and Injury to Property in Vicinity

General provisions for conditional uses in multi-family zones (SMC 23.45.116) provide that a use may be approved, conditioned or denied based upon whether it meets the specific criteria set forth for the use and also “whether the use will be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.”

The existing use has been operating at this site for 100 years. The addition will not be materially detrimental to the public welfare or injurious to property in the zone or vicinity.

DECISION - ADMINISTRATIVE CONDITIONAL USE

Based on the information provided and analysis performed, and the Departments experience with similar cases, the ADMINISTRATIVE CONDITIONAL USE is **GRANTED**.

CONDITIONS

None.

ANALYSIS - SPECIAL EXCEPTION

Parking Exception for Landmark Structures (SMC 23.54.020C). The Director may waive or reduce the minimum accessory off-street parking requirements for the use permitted in a Landmark structure as a special exception, chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions.

1. *In making any such reduction, or waiver, the Director shall assess area parking needs. The Director may require a survey of on- and off-street parking availability. The Director may take into account the level of transit service in the immediate area; the probability and relative importance of walk-in traffic; proposals by the applicant to encourage carpooling or transit use by employees; hours of operation; and any other factor or factors considered relevant in determining parking impact.*

The Seattle Public Library (SPL) is seeking to reduce the off-street parking quantity by 19 spaces. The Code required amount of off-street parking is 22 spaces, and the project will provide 3 spaces. Two of the spaces will be reserved for disabled patrons.

SPL has provided a Traffic and Parking Impact Analysis prepared by Heffron Transportation, Inc. dated May 19, 2003 to support the waiver request. The analysis provides information related to on-street parking utilization and supply, parking demand, impacts, trip generation and a patron survey to determine mode of travel.

The existing Douglass-Truth Library meeting room can accommodate 50 people as advertised on the Seattle Public Library web page (<http://www.spl.org/loc&hrs/mtgrooms.html>) and the new meeting room will accommodate 90 people. The patron attendance at the library is expected to increase by 30% with the completion of the addition so the overall parking demand is expected to increase.

As described in the parking study, SPL undertook a parking utilization study on Wednesday, May 1, 2002 and Thursday, May 2, 2002. The study measured parking during two time periods, between 3:00 and 4:00 PM (afternoon) and between 7:00 and 8:00 PM (nighttime) to determine existing on-street parking utilization. The study area is defined as 400 feet walking distance in all directions from the library entrance point. The study found that the worst time period was between 7:00 and 8:00 PM, and the average existing utilization was 60 percent. This means 60 percent of the available legal on-street parking spaces were occupied. With the completion of the addition and the new meeting room, it is estimated that 30 more on-street parking spaces would be utilized by library patrons, thus on-street parking between 7:00 and 8:00 PM on a weekday is predicted to be over 100 percent utilized. If the meeting room was not being used, then it is estimated that 16 more on-street parking spaces would be utilized by library patrons, thus on-street parking between 7:00 and 8:00 PM on a weekday is predicted to be 84% (See Table B). The City considers a utilization rate of 85% to be at capacity. These are conservative estimates in that the study area of 400 feet is atypical; the typical study area for parking utilization studies for commercial type development is 800 feet from the site. Assuming the existing utilization rates for a 400 foot radius is similar to an 800 foot radius, a larger study area would reduce the overall utilization rate in that the additional demand generated from the library would be accommodated by a larger parking supply.

Table B					
Parking Utilization Survey – May 1 & 2, 2002					
Peak Demand Weekday, 7:00 to 8:00 PM	Number of Vehicles Parked	On-Street Parking Supply	Average Utilization Rate		
	40	67	60%		
Estimated Parking Utilization					
7,786 S.F. expansion & 90-person meeting room not in use	Number of Vehicles Parked	Parking Demand	No. of Vehicles Parked + Demand	On-Street Parking Supply	Utilization Rate
	40	16 ¹	56	67	84%
90-person meeting room in use	40	30 ²	70	67	>100%
Estimated Parking Utilization with Covenant Parking (18 spaces)					
7,786 S.F. expansion & 90-person meeting room in use	Number of Vehicles Parked	Parking Demand	No. of Vehicles Parked + Demand	On-Street Parking Supply + Church Parking	Utilization Rate
	40	30 ²	70	85	82%
¹ 7,786 S.F. x 2.08 vehicles per 1,000 S.F. = 16.19 ² difference between 50 person and 90 person meeting room using a rate of 3.0 persons per vehicle (40/3) = 13.33. 13.33 + 16.19=29.52 or 30					

It is expected that use of the new meeting room would be similar to that at the Greenlake and Queen Anne Libraries based on information obtained from SPL. Both Greenlake and Queen Anne Libraries have meeting rooms that accommodate 99 people. The Greenlake Library's meeting room had 23 meetings in October 2001. This included 7 meetings scheduled by outside groups and 16 library sponsored meetings. The most highly attended event was the evening puppet shows with about 130 people. The study indicated that the larger attendance is typically for children's events and takes place in the evening. The smaller meetings occur in the daytime.

It is unclear whether the new meeting room will attract additional attendance since the children's events which attract the most people already take place in the library's existing meeting room. However, SPL has secured use of 18 off-street parking spaces at 151 24th Avenue (People's Institutional Baptist Church) through a parking covenant. SPL plans to utilize the church's off-street parking spaces when the meeting room is used in the evenings on weekdays. Table B shows that spillover parking from

meetings can be accommodated with street parking if church parking is provided; the utilization rate is estimated to be 82% which means street parking is not fully utilized. SPL will be required to provide this covenant parking when meetings occur during the weekday evenings on or after 6:00 PM.

There is a high level of transit service in that there are 3 METRO bus routes that stop at the library. This includes route numbers 48, 4, and 27. Route 48 operates along 23rd Avenue at the project location, travels from Rainier Beach to Loyal Heights, and has headways of about 15 minutes at noon during the week. Route 4 operates along 23rd Avenue at the project location, travels from the Central area to Queen Anne through Downtown, and has headways of about 10 minutes at noon during the week. Route 27 operates along East Yesler Way at the project location, travels from Colman Park to Downtown, and has headways of about 30 minutes at noon during the week. Many other bus routes operate on close by streets.

The addition is not expected to change how employees commute or park their vehicles. Employees are part of the City's Commute Trip Reduction program which includes subsidized transit passes, vanpooling and other travel management demand measures to reduce single occupancy vehicles.

In summary, the amount of parking provided, 21 spaces (3 on-site and 18 by covenant), is adequate to meet the parking demand of the new library and the meeting room. The parking utilization estimates predict that spillover parking can be accommodated on the street in that street parking will not be at capacity. Additionally, parking demand could be reduced further by increased transit ridership, increased participation by employees in the City's Commute Trip Reduction program and utilization of non-auto forms of travel.

2. *The Director may also consider the types and scale of uses proposed or practical in the Landmark structure, and the controls imposed by the Landmark designation.*

The type of use will not change in that the building is occupied by the library. Library sponsored events currently take place on the main floor whereas proposed events will take place in the meeting room.

3. *For conversion of structures to residential use, the Director shall also determine that there is no feasible way to meet parking requirements on the lot and that the proposal meets the objective of the Multi-family Land Use Policies.*

There is no residential use proposed; therefore, this criterion does not apply.

DECISION- SPECIAL EXCEPTION

Conditionally Granted to reduce the Code required quantity of off-street parking by 19 vehicle spaces.

CONDITIONS- SPECIAL EXCEPTION

See the conditions at the end of this document.

ANALYSIS – SEPA

The environmental impacts have been analyzed in environmental documents prepared by Seattle Public Library, which issued a Determination of Non-Significance for the project on July 30, 2003.

The Department is reviewing the environmental impacts of the proposal in order to impose further conditions if necessary. This proposal is reviewed under substantive SEPA authority. Disclosure of the potential impacts from this proposal was made in the environmental documents listed above. This information, supplemental information provided by the applicant and the experience of this agency with review of similar proposals form the basis of this analysis and conditioning.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulate from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; potential soil erosion and potential disturbance to subsurface soils during grading, excavation, and general site work; increased traffic and demand for parking from construction equipment and personnel; conflict with normal pedestrian movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources.

Several adopted City codes and/or ordinances provide mitigation for some of the identified construction related impacts. Specifically these are: Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way). Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts, but impacts such as air quality and noise require further discussion and may require SEPA mitigation.

Noise Impacts

The initial construction activity including excavation, foundation work and framing will require loud equipment and will have adverse impacts on nearby residences. The protection levels of the Noise Ordinance are considered inadequate for the potential noise impacts on nearby residential uses. The impacts upon residential uses could be especially adverse in the early morning, in the evening, and on

weekends. The applicant will be required to limit periods of construction to between the hours of 7:30 AM to 6:00 PM on non-holiday weekdays. To shorten the overall construction time frame, construction will be allowed on Saturday between the hours of 9:00 AM and 5:00 PM on a contingent basis. Allowing Saturday construction activity will be contingent on an approved mitigation program for the duration of construction. A mitigation program proposal must be submitted by SPL or their contractor and approved by DPD. The mitigation program will be required for Saturday work; however, it is suggested that the program be implemented for weekday work also. The program elements must consist of the following:

- Construction activities which generate the loudest noise shall be performed during the weekday hours. Identification of the type of construction activity that will occur between the hours of 9:00 AM to 5:00 PM on Saturday need to be disclosed. No work, deliveries or otherwise will be allowed outside of the Saturday hours.
- Commitments and proposals to prohibit back-up alarms on vehicles and equipment, utilization of sound buffering or barrier devices, utilization of construction equipment that generate lower noise decibels or utilization by other means to mitigate noise.
- Creation of a procedure for hearing neighbor complaints and concerns (monthly meeting, door to door canvassing, etc.), providing affected neighbors with a construction schedule in advance of such work, and providing available project contact persons at the site and by phone during construction hours.
- The approved plan shall be available or posted at the site for the duration of construction.

DPD may disallow Saturday construction if the mitigation program is not followed and/or public complaints warrant such prohibition. No further conditioning is necessary pursuant to SEPA Construction Impacts Policy (SMC 25.05.675 B).

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos (if any) during demolition. The owner and/or responsible party (ies) are required to comply with the PSCAA rules pertaining to demolition of projects with or without asbestos. This will ensure proper handling and disposal of asbestos, as well as demolition of structures without asbestos. No further SEPA conditioning is necessary.

Construction Worker Parking

During construction, the total labor workforce on the project is estimated to peak at approximately 30 workers per day. There will be little or no parking on site during construction; workers will need to use public transit or utilize off-site parking. There is on-street parking available near the project site during the daytime based on the parking utilization survey (see Table B), which would be available to construction employees who drive.

The construction entrance to the excavation site will be made from 24th Avenue along the north service drive. An estimated 3,900 cubic yards of excavated material will be hauled from the site. This material would be removed using truck and trailer combinations that can haul approximately 19 cubic yards per trip. Thus, approximately 205 round trips would be required to transport excavated material to and from the disposal site. This relates to an average of eight round trips would be made by trucks per day within 1-month (26 days). Truck hauling during the AM and PM peak hours for commuter traffic will be minimized.

The contractor will be required to coordinate with SDOT and provide additional information needed to obtain street use permits, if necessary. Construction impacts are expected to be comparable to other neighborhood development projects, which are not considered significant. However, to ensure that traffic operations are not adversely affected during construction, SPL will submit a construction transportation management plan (CTMP) to DPD for review and approval. Construction-related impacts will be sufficiently mitigated by the CTMP.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; and increased light and glare; increased energy demand; increased ambient noise associated with increased human activity and vehicular movement.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code which requires on site detention of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; the Seattle Building Code which provides prescriptive construction techniques and standards; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term long term impacts, although some impacts warrant further discussion and possible mitigation.

Height, Bulk and Scale

The project is located in a Lowrise 3 zone which allows a maximum height of 30 feet. The proposed library will reach a maximum height of about 27 feet on the north elevation which is less than the zone height limit. The bulk of the building will exceed the code standards for 24th Avenue setback, structure width and depth. The potential height, bulk and scale impacts are discussed in the Administrative Conditional Use analysis. No conditioning is required through SEPA.

Parking

Refer to the transportation discussion under the Special Exception analysis in this report. Conditions imposed under the Special Exception authority, to provide 18 off-street covenant parking spaces for use by meeting attendees sufficiently mitigates parking impacts. No further SEPA conditions are necessary.

Transportation

Trip generation for the proposed project was determined using rates published in Trip Generation (Institute of Transportation Engineers, 6th Edition, 1997) for libraries (land use code 590). Average trip rates based on the size of the building were used to determine the net increase in trips. The proposed project would generate a net increase of approximately 286 vehicle trips per day and 37 vehicle trips during the PM peak hour. The additional vehicle trips are not expected to have an adverse impact on traffic conditions or reduce the level of service at nearby intersections. The library trips will be dispersed to several streets and intersections in that most vehicles will be parking on the surrounding streets and not in the facilities parking lot. Additionally, the intersection of 23rd Avenue and East Yesler Way has high volumes of traffic, so the small number of trips generated from this project will have no discernable impacts on that intersection. No mitigation of traffic impacts under SEPA is necessary for this project.

Other Impacts

The other impacts such as, but not limited to, increased ambient noise, and increased demand on public services and utilities are mitigated by codes and are not sufficiently adverse to warrant further mitigation by condition.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2c.
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2c.

CONDITIONS –SEPA

Prior to issuance of any construction permit

1. To mitigate noise, a draft mitigation program proposal must be submitted by SPL or their contractor and approved by DPD. A final mitigation program must be approved prior to commencement of work. The mitigation program will be required for Saturday work; however, it is suggested that the program be implemented for weekday work also. The program elements must consist of the following:
 - Construction activities which generate the loudest noise shall be performed during the weekday hours. Identification of the type of construction activity that will occur between the hours of 9:00 AM to 5:00 PM on Saturday need to be disclosed. No work, deliveries or otherwise will be allowed outside of the Saturday hours.
 - Commitments and proposals to prohibit back-up alarms on vehicles and equipment, utilization of sound buffering or barrier devices, utilization of construction equipment that generate lower noise decibels or utilization by other means to mitigate noise.
 - Creation of a procedure for hearing neighbor complaints and concerns (monthly meeting, door to door canvassing, etc.), providing affected neighbors with a construction schedule in advance of such work, and providing available project contact persons at the site and by phone during construction hours.
 - The approved plan shall be available and/or posted at the site for the duration of construction.
2. To further mitigate construction related transportation and parking impacts prepare and submit a Construction Transportation Management Plan (CTMP) to be reviewed and approved by DPD in consultation with Seattle Department of Transportation. The CTMP must include, at a minimum; approximate phases and duration of construction activities, haul routes to and from the site, management of parking for construction workers, locations for construction materials and staging and demonstrate conformance with SEPA construction related conditions.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

3. To mitigate construction noise, the hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. To shorten the overall construction time frame, construction will be allowed on Saturday between the hours of 9:00 AM and 5:00 PM on a contingent basis. Allowing Saturday construction activity will be contingent on an approved mitigation program for the duration of construction. DPD may disallow Saturday construction if the required mitigation program does not sufficiently mitigate construction impacts on Saturdays. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.

CONDITIONS –SPECIAL EXCEPTION

Prior to issuance of any construction permit

4. Submit to DPD, to mitigate parking impacts, a recorded copy (with the King County Department of Records and Elections) of a parking covenant between SPL and People's Institutional Baptist Church which provides 18 parking spaces when meetings occur during the weekday evenings on or after 6:00 PM.
5. Submit to DPD documents that formalize SPL policy and instructions on how the parking spaces will be made available for meeting attendees for weekday evenings on or after 6:00 PM.

Signature: _____ (signature on file) Date: July 12, 2004

Jess E. Harris, AICP, Land Use Planner
Department of Planning and Development

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